A BRIEF HISTORY

OF LOS ANGELES VALLEY COLLEGE

Dr. James L. Dodson

Los Angeles Valley College was established in 1949 as one of six junior colleges in the Los Angeles Junior College District, a district administered at that time by the Los Angeles City Board of Education. The college opened on September 12 in temporary quarters on the campus of Van Nuys High School. Its first director was Dr. Vierling Kersey and the total certificated staff numbered 21, a figure deemed adequate for an anticipated enrollment of 200. The actual enrollment was four hundred and forty. A further increase the second semester led to a rapid expansion of faculty size during the first academic year.

The college moved to its present site, originally comprising 145 acres, in the summer of 1951. Part of the acreage was soon sold to the Unified District for the construction of a high school, Grant, leaving the college with a still generous campus of 105 acres. Although that campus occupied the site of a former dairy, whose barn and silo were still standing, and whose academic structures were bungalows of an unprepossessing appearance, student interest did not wane. The academic year opened to a student body of 1,003 and a faculty of fifty-five.

In July, 1955, Walter Coultas became the first Valley College administrator to bear the title, "President" that designation having been adopted by the Board of Education in January, 1959.

The year 1959 saw the completion of Phase I of the Master Construction Plan, including an Administration Building, Library, Foreign Language, Physics, Chemistry, and Engineering Buildings, and a Boiler Room. The original bungalows, however, remained on campus, continuing to serve as offices or classrooms. The former Administration Building eventually became a museum housing materials relating to college and San Fernando Valley history.

By the 1964-65 school year, permanent structures were added for Theater Arts, Men's Physical Education, Music, Art, Life Science, Earth Science, Home Economics, Business, Journalism, Astronomy and Cafeteria. The decade from 1965 to 1975 saw the completion of the Humanities, Behaviorial Science, Campus Center and Women's Physical Education buildings. The campus assumed its present but not its final appearance in 1977 with the completion of a swimming pool.

Dr. Mary E. Lee was appointed college president in 1981. Building plans for the future include a Health Sciences Classroom Building and a Cultural Arts Center.

Garden, Goat and Grub Beat Busy Battle in Town Turmoil

(Reprinted from Farm and Garden Magazine Los Angeles Times)

By Mrs. E. Ray Peterson

(The following letter was written last fall by Mrs. Peterson as a requirement in the Second Annual Small Farm Home Contest, sponsored by the Farm and Garden Magazine and the Los Angeles Chamber of Commerce.)

One of the fundamentals of human happiness is a feeling of security.

This fact has been emphasized for us during the past two years, particularly on winter nights when we sit beside our glowing fireplace and read of the want and uncertainty harassing the world, centering mainly on the wage earner. At such times we think of our winter garden outside, of the food value in the banana squash, dried onions, English walnuts and the hundreds of quarts of fruit stored in our dugout cellar. We do not forget the goat milk and meat, the eggs, chickens and squabs which complete the balanced meals produced on our little farm.

Lettuce, Swiss chard and New Zealand spinach furnish our winter greens. Beets, carrots and cabbage add variety. Our summer garden this year supplied us bountifully with carrots, beets, corn, cucumbers, green beans, eggplant, summer squash, onions, turnips, tomatoes and green peppers. Three year-old Youngberry bushes yielded twenty-seven cups of berries. In the spring, starting in February, a row of asparagus twelve feet long produced eighty-five pounds of choice food.

We feast on figs from June until Thanksgiving. Watermelons will last until November. Our arbor, aviary and dooryard fence are covered with grapevines; we enjoyed Concords from the first of July until the middle of October. Our home is brightened with flowers and ferns from our garden the year around. We especially prize the fragrant Chinese lilies for our Christmas table.

Due to our intensive system of growing trees, espalier style, on the fences, we have forty-four (mostly fruit) on one acre. In addition, we have our flower and vegetable gardens, a four-room cottage, feed room, garage, cellar, goat pen, pigeon loft, arbor, aviary and units for 1800 chickens.

It is my opinion that the raising of goats is an economic feature on the little farm that is not fully appreciated. We have three goats which keep ourselves, the cats and our two big dogs plentifully supplied with rich, easily-digested milk. The kids are raised to about six months and then butchered. This year four kids have arrived. They will produce about forty pounds each of good mutton when dressed. The cost of rolled oats and alfalfa to raise them will not exceed $10 and they will produce about $40 worth of meat.

And All on a San Fernando Valley Acre

We moved from Los Angeles to San Fernando Valley five years ago. Although my husband had a good salary in the city, we were nearly always worried financially. It took much courage to give up a definite income for the uncertainties of farming, but we have lived better and worried less since making the change. Our greatest gain has been improved health, which my husband was compelled to seek in the open. He has been restored fully. He works out six months of the year and spends the rest of his time raising poultry.

We are busy, happy and contented while a lot of the world goes by—worrying about its next meal. It would take an awfully big stick to drive us out of our little Garden of Eden.

Roy V. Milner, Assistant to

W. P. WHITSETT

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There Was No Wolf At Their Door

By JOHN STEVEN McGROARTY

(Reprinted from Sunday's Los Angeles Times Magazine)

WE WERE on a high road, and when we came to a summit of a hill we looked down on a little Valley where there was a group of homes on little farms. And then we bethought ourself of an old friend who had a year or so before located in that place.

It was not far from a town in which he had a job. We remembered that he told us, one time, that he had taken the advice of wise men and had supplemented his job with a little acre patch of ground from which he said he planned to "take," not "make," his living.

So, what did we do but steer Henry down into the little valley. And, next to no time, there we were at our old friend's house, and himself at the roadside to welcome us.

You are having a day off from your job, we said to him. Yes, he replied, I am having every day off from my job now. I lost my job, he said. But, before we had time to say we were sorry, he laughed and said, it's all right, don't worry. You are just at the right hour to have dinner with us.

Now, it isn't every day that you will meet a man out of a job who will ask you to stay for dinner. Likely as not, instead, he will give you a hint to ask him to have dinner with you.

It was as good a dinner as we ever ate anywhere in the world, and we have dined in many a country and sometimes at grand hotels, the guest of rich men. There was everything on the table that a man's palate could desire.

When the meal was over and the children had scampered off to play with their pet rabbits, dogs, chickens, gold fish and some gray squirrels they had tamed, our old friend told us his story.

You should have been here, Conductor, he said, last spring when we planted this place. You know, our children were born and reared in the city on stone sidewalks. They thought their food came from grocery stores in paper bags and tin cans. They thought milk was made in a factory.

Well, when spring came and we started in to plant seeds and berry bushes and young fruit trees and all that, you never saw a bunch of kids so excited as they were. When they were told that those dead seeds put into the ground would grow food they were doubting Thomases to the last man. But, pretty soon when out of the ground little sprouts of green appeared they were plumb crazy with delight. They were out in the garden every morning at daylight to see what happened during the night. And, when at length everything was bearing and they had their own corn and vegetables, their own berries, and there was either rabbit or a yellow-legged rooster for Sunday dinner, with our eggs that our own hens laid, they became thirty-second degree members of the Farmers' Union.

As our friend spoke we looked out of the window of the house at his children and the mother of his children. The red of roses was in their cheeks, the light of morning in their eyes. Their laughter was like the music of singing sands in the waters of a brook.

A lost job? What did it matter to this man. He stands in no bread line at a charity soup kitchen. God keeps him in the shadow of His wing.

From---Metropolitan Water District

PACIFIC ROAD BUILDER &
ENGINEERING REVIEW

WHT
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For Immediate Release

With 8,400 men on the job, construction work on the Metropolitan Water District's Aqueduct from the Colorado River is now going forward along a construction front extending all the way from the river to the city limits of Los Angeles.

Being built under a $220,000,000 bond issue, voted in September of 1931, the 390-mile aqueduct system ultimately will deliver a billion gallons of water daily to Los Angeles and the twelve other Southern California cities which make up the Water District. Construction has been under way for more than three years and is scheduled to be completed early in 1939.

Work on the project is being carried forward under the direction of General Manager and Chief Engineer F. E. Weymouth, formerly chief engineer of the United States Reclamation Service and an engineer of international reputation.

Under construction, under contract, or completed are the following major units:

108 miles of tunnels.

145 miles of conduits, canals, and siphons.

42 miles of pipe line on the aqueduct distribution system.

237 miles of 230,000-volt power transmission line from Boulder Dam.

Parker Dam on the Colorado River, at the intake of the aqueduct.

Cajalco Dam and Reservoir, at the western terminus of the

main aqueduct.

Four of five pumping plants which will lift aqueduct water a total of 1,600 feet.

Any of these features of the project would provide ample material for an extensive story on engineering problems which have been met, construction methods which have been used, and of remarkable progress which has been made.

Since limitations of space preclude the possibility of anything like a thorough discussion of all these points, this article will deal with perhaps the most interesting of all of them--- the aqueduct tunnels.

Of the 108 miles of tunnels on the aqueduct system, 92 miles are on the main aqueduct and have a finished diameter of 16 feet; the 16 additional miles are on the aqueduct distribution system and have a finished diameter of 10 feet.

Construction work on the main aqueduct tunnels has gone forward with remarkable speed. Many records have been broken. On April 15, 1936, a total length of 84.8 miles had been excavated and approximately 37 miles of concrete lining had been placed. Several of the shorter tunnels have been completed, including Mecca Pass, Whitewater, Hayfield No. 1 and No. 2, Bernasconi, and Cottonwood.

All of the tunnels east of San Jacinto are dry. No particularly difficult ground conditions have been encountered but an unexpectedly large proportion of the rock has been broken to the extent that timber or steel supports have been required in 61 per cent of the length excavated. There is some soft and "swelling" ground, but in the absence of excessive moisture no serious trouble

has resulted. The Whitewater tunnels and portions of others excavated through dry alluvium proved to be much less difficult than anticipated, due largely to a slight cementation and the absence of water and running sand.

Of the two tunnels west of San Jacinto, the Bernasconi developed a small flow of water but not enough to be particularly bothersome. The rock in this tunnel was irregular, but fairly sound. Supports were required in about 21 per cent of the length excavated.

Unexpectedly sustained flows of water were encountered in about 1,000 feet of the Valverde tunnel, through a deep bed of water-bearing alluvium. For 920 feet the combination of water and caving ground required support consisting of from 12" x 12" to 16" x 16" timber, set side by side. Although these conditions caused some interruption to the progress, the situation was kept thoroughly under control and excavation through this section of the tunnel was completed in August, 1935.

Construction work in the San Jacinto tunnel has been somewhat delayed by excessive water flows. This tunnel lies generally under deep cover. Construction was undertaken in 1933 from the west portal and from the Cabazon and Potrero shafts. The Cabazon shaft, which is 246 feet deep, is 1.64 miles from the east end of the tunnel and the 796-foot Potrero shaft is 2.94 miles from the west portal. The distance between these two shafts is 8.42 miles, the longest reach of tunnel between access points on the aqueduct. On March 1, 1936, 6.12 miles of tunnel had been excavated, working from five faces. The east portal has not yet been opened.

The rock in this tunnel is as good, on the average, as in most of the other aqueduct tunnels; but conditions are aggravated by large flows of water, under heavy pressures. Water encountered in the east heading at Potrero completely flooded the contractor's operations on three occasions and blocked his progress at that point. Upon taking the work over the District forces greatly augmented the pumping facilities. At Potrero a pumping installation, consisting of seven electrically-driven centrifugal pumps, with a combined capacity of 15,000 gallons per minute, was installed in a chamber excavated into the solid rock at the bottom of the 796-foot shaft. The entrance to the chamber was closed by a water-tight door and all machinery mechanically cooled so that the plant could be kept in operation, even though the tunnel might be inundated by a sudden inflow or through an interruption in the power supply. This plant was barely sufficient to handle the maximum load imposed upon it. A similar station, of 13,200-gpm capacity, is installed at the bottom of the Cabazon shaft and adequate pickup pumps and discharge lines are provided throughout the tunnel.

Appreciable water flows, under pressures up to 600 pounds per square inch, have been encountered in all headings. Many of these have been closed off by grouting the rock with cement and the work of closing off others is under way at the present time. An efficient grouting technique has been developed which promises to greatly increase the rates of progress heretofore maintained.

This tunnel is the determining feature in the completion of the aqueduct and for this reason every effort is being exerted to bring it up to the original construction schedule. An additional adit, 5,560 feet long, is being driven toward the middle of the

tunnel from Lawrence Canyon, the latter being about four miles southwest of Banning. This adit will be on a 25 per cent grade, sloping downward toward the tunnel, and when completed will be used for driving both toward Cabazon and toward Potrero. As a further aid to early completion an auxiliary, or pioneer bore, of small diameter, is to be driven parallel to the unexcavated portion of the main tunnel. The pioneer method has been used successfully on other long tunnels. Because it is of smaller cross-section than the main tunnel, the pioneer may be driven at a faster rate, thus affording an opportunity to explore ahead, and after exploration to prepare ground in the main tunnel for rapid excavation. This is done by drifting or cross-cutting over to the main tunnel line from advanced positions of the pioneer, thus opening up difficult ground for grouting or for excavation and timbering as required.

By the combined use of Lawrence adit and the pioneer method it is expected that progress will be brought up to the original schedule.

Efficient management, morale, and adequate equipment are essential factors in any construction operation. There is a splendid spirit of co-operation between the workmen and the management, all along the aqueduct, both on force account and contract work. There is a persistent will to win, in spite of any difficulties. In addition, there have been notable developments in equipment and processes.

Mucking machinery, in particular, has been greatly improved. It is now possible to load out a ten-foot round of muck from an 18-foot diameter tunnel in about two hours, instead of

eight hours as formerly required. For the most part, the muckers on the aqueduct are of the Conway conveyor-loader type. Although the bore is somewhat tight for shovel work, three installations of underground shovels have proven efficient.

There has likewise been notable improvement in rock drilling equipment. The use of heavier machines, with power feeds, independent drill rotation, and other refinements has notably decreased the drilling time. Drilling efficiency has likewise been improved by the use of substantial drill carriages, mounted upon cars, and capable of quickly being put into service after the heading is cleaned up. The time loss which formerly accompanied the setting up of drilling bars and scaffolds is eliminated. These carriages permit the employment of more drills and more drillers in each heading, and permit each unit to work at maximum efficiency.

Equipment improvements and the usual absence of running ground have made possible the use of the full face method of excavation. Formerly, where the size of the tunnel permitted, a small bore or heading was carried in advance of the main excavation. Drilling operations were carried on in the heading occupying the upper part of the face while the muck was being cleared out of the main tunnel. In this way the mucking and drilling were more or less continuous, but the set-ups for drilling were laborious and inefficient. Drilling and mucking each suffered frequent interruptions. With present-day machinery, and in tunnels of the size required on the Colorado River Aqueduct, efficiency is greatly increased by carrying these operations on separately. The full face method has, accordingly, become universal along the aqueduct, except in bad ground where the opening up of the full bore in one operation is

dangerous.

Speedy mucking equipment has accentuated the time loss involved in replacing a loaded car at the mucker with an empty one. Unless care is exercised the mucker may stand idle half the time. Consequently, much ingenuity has gone into the development of car shifters. The chief requirement is that an empty car shall be held as close as practicable to the mucking machine, in such manner that it may be quickly shifted into the loading position after the loaded car has been withdrawn.

Perhaps the oldest device for this purpose is a small, movable trolley crane, operating on a beam set across the tunnel at a convenient point. The empty car is lifted by the crane, pushed sidewise to permit the withdrawal of the loaded car, then returned to the track and pushed into position. This device is called a "cherry picker." The crane hoist is usually operated by compressed air. In a variation of this device, the empty car is lifted, by an electrically operated gantry crane, high enough to permit the loaded car to pass under it. Some of the underground shovels have a jib crane on the back of the shovel frame, which makes the shift very quickly. A more elaborate device which has proved popular is somewhat similar to a steel truss bridge, the sloping ends of which may be raised or lowered, and across the upper deck of which a track is constructed. A whole train of empties can be stored on top of this structure and fed off to the waiting mucker as the loaded cars are pulled out below. This device is popularly known as a "grasshopper."

Another popular contrivance is the California switch, which consists of a short, double-track assembly, completely welded

together, with all necessary frogs and switches, and arranged to slide along on top of the regular track. The ends of the rails are tapered to permit the easy passage of standard rolling stock. If this switch is kept close behind the mucking machine, it is fast and economical. Many other ingenious devices in the tunnels and in the shops have helped maintain progress.

The first tunnel lining was undertaken in the fall of 1934. All tunnel specifications require the use of steel forms and a high standard of smoothness in the finished concrete. The District and the majority of the contractors use carriage-mounted collapsible forms, which may be forced, when collapsed, through an erected form. Various devices for the collapse, expansion, and transit of forms are in use, but generally the principles are the same. For the Valverde tunnel, use is made of a non-telescoping form, mounted on a large structural steel framework, which is in turn mounted on railroad trucks.

The concrete in the arch is poured first, the invert or floor being poured after the arch forms, all track, pipe, and wiring have been removed.

The concrete ingredients, except water, are usually carefully weighed out into batches at a plant located near the tunnel entrance, and transported into the tunnel in a dry state and in specially designed batch cars. At the point of placement, water is added and the concrete is mixed and forced into the forms either by air pressure, or by a plunger pump. The concrete pump is a recent development and is proving quite successful on the aqueduct. It handles drier concrete than the air machines and consequently permits an economy in cement. However, the pneumatic machines, which

have long been recognized as standard tunnel equipment, are producing excellent results. They have the advantages of simplicity and lower first cost. In most of the tunnels, the lining is placed by the continuous method, i.e.: all the concrete is pumped or "shot" into the top of the form and allowed to slide or flow down into the foundations, the machine being slowly moved forward as the form is filled. As the concrete sets, the rear forms are moved forward without interrupting the work. The non-telescoping forms in Valverde tunnel require fixed bulkheads to limit each day's pour and this method has been equally as successful as that which uses the continuous method.

Concrete of 2,500-pound strength in 28 days is required. Actual strengths obtained are controlled by frequent testing of sample cylinders and by core sampling from the completed work. Compaction is accomplished by manual tamping or mechanical vibrators. The District furnishes the cement for lining and designs the concrete mixes. Up to March 1, 1936, the amount of arch and invert lining placed equalled 169,000 feet of completed tunnel with a record of 4,745 feet of arch placed in a month by a single plant.

Excavation of the first section of the Pasadena tunnel (12,140 feet long), on the aqueduct distribution system, was started on February 11, 1935, and was completed seven and one-half months later, an average progress of 1,620 feet per month being maintained. The best monthly progress during this period was 2,185 feet and the best daily progress was 93 feet. The ground encountered has been dry or moist alluvium with just sufficient cementation to allow the excavation to go forward rapidly and safely. Excellent progress

has also been made in excavating the second section of the Pasadena tunnel and the Sierra Madre tunnel. The Sierra Madre tunnel was excavated on a two-shift basis, with an average progress of 25 feet per shift. In February, 1936, 50 shifts advanced the tunnel 1,500 feet, and average of 30 feet per shift. The maximum for three consecutive shifts was 108 feet. Both the Pasadena and Sierra Madre tunnels were through partially cemented, well-compacted alluvium, requiring support throughout. Progress in excavating the Monrovia and the San Rafael tunnels through rock has also been good.

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4-30-36

From--The Metropolitan Water District
of Southern California

Special Edition
Los Angeles Examiner

AUG 1939
RECEIVED
THE METROPOLITAN
WATER DISTRICT
OF SOUTHERN
CALIFORNIA

Strange as it seems, the number 13, ordinarily considered to be unlucky, has been a good luck number in connection with the building of the 392-mile Colorado River Aqueduct now being completed by The Metropolitan Water District of Southern California.

Possibly the key to this oddity is the fact that this aqueduct, which is the world's largest domestic water supply system, is being built by 13 cities which comprise The Metropolitan Water District of Southern California.

Construction activities on the aqueduct reached their peak in 1936, just 13 years after the first work on the project started. During this 13th year of work a number of new construction progress records were established, and in each case the old record was broken on the 13th day of a month; the majority of construction features, or schedules, that were started in 1936 were started on the 13th day of a month, and a majority of the schedules completed during this 13th year were finished on the 13th day of a month.

Included in this group of events was the completion of Schedule No. 13, which took place on November 13, 1936.

The excavation of the diversion tunnels for Parker Dam was completed on April 13, 1936. On November 13, 1937, although Parker Dam was then 230 feet high, the top of the big structure was still 13 feet below the original surface of the Colorado River.

The last steel tower on the 237-mile transmission line which carries electric energy to the five aqueduct pumping plants was completed on May 13, 1937. This transmission line carries energy from Boulder Dam to the aqueduct pumping plants at 230,000 volts, and each

of the big insulators from which the electrical conduits are suspended is made of 13 units, known as "bells".

Like other rules, the rule of the "lucky 13" on the Colorado River Aqueduct had to have an exception. This exception was the San Jacinto tunnel, on which excavation was started May 13, 1933, and which was the most difficult job on the aqueduct and proved to be the most difficult tunnel that had ever been driven in the history of heavy construction. The San Jacinto tunnel is 13 miles long.

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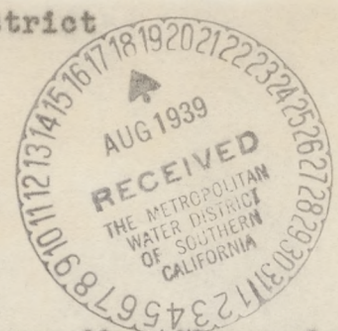
8-17-39

From--The Metropolitan Water District
of Southern California

Special Edition
Los Angeles Examiner



More than 35,000 men were directly employed on the construction of the 392-mile aqueduct now being completed by The Metropolitan Water District of Southern California. All of these men were required to have been bona fide residents of some one of the thirteen cities which comprise the Water District for at least one year prior to their employment.

In addition to those directly employed on the aqueduct, an average of 25,000 other people were annually employed throughout the United States supplying the vast quantities of materials and equipment used on the giant water supply system.

Official records of the Metropolitan Water District show that 120,000 freight carloads of material were consumed in the construction of the aqueduct. Included in this material was 283,000 tons of steel, 7,700,000 barrels of cement, and 20 million pounds of dynamite.

Building of the Metropolitan Aqueduct has been one of the largest construction jobs in the United States, and the completed aqueduct is the largest domestic water supply system in the world.

On its way from the Colorado River to the thirteen cities of the Metropolitan Water District, water in the Metropolitan Aqueduct will travel through 108 miles of tunnels and will be lifted 1617 feet over mountain ranges that lie between the river and the coastal plain of Southern California.

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General Manager F. E. Weymouth of the Metropolitan Water District has announced that construction is to be started in the

near future on a plant which will filter and soften all Colorado River water used for domestic and industrial purposes within the cities of the Water District.

This plant is to be built on the upper feeder of the Metropolitan Aqueduct distribution system in the vicinity of San Dimas. The location of the plant will make it possible to supply softened and filtered water for domestic and industrial use to all of the cities of the Water District. It is not planned to soften and filter water to be used for agricultural purposes within the Metropolitan Water District.

Well-known water authorities who have been employed by the Water District in connection with the design and construction of the new plant have stated that the water to be served through this plant to the District cities will be sparkling clear and soft, and will be superior to the average water now being used in any part of Southern California.

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The Metropolitan Water District has signed a contract with the Federal Government which will result in the construction of an electric power generating plant at Parker Dam in the immediate future.

Due to a shortage of water, a critical power shortage has developed in central Arizona. In order to meet this shortage, the government is now building a transmission line from Parker Dam to Phoenix, and plans to immediately start the building of a plant at the dam.

During the period that the power plant is under construction, a temporary connection will be made between the new transmission line which goes to Phoenix and the Metropolitan Water District's line which

now carries electric power from Boulder Dam to the five Metropolitan Aqueduct pumping plants. During this period the government will credit the Water District with the revenue from the sale of power to the central Arizona consumers.

Under the contract, and when the power plant is completed, the Metropolitan Water District will also receive a share of the revenue from the sale of power generated at the Parker Dam plant.

All funds for the construction of the transmission line and for the building of the new power plant are being provided by the Federal Government. Parker Dam is an integral part of the Metropolitan Aqueduct system and was built by the Federal Government with funds supplied by The Metropolitan Water District of Southern California.

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8-17-39

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NEWS RELEASE

(Jesse H. Jones luncheon)

Chairman W. P. Whitsett of the Board of Directors, The Metropolitan Water District of Southern California, in behalf of his fellow board members today (Friday) at a luncheon given in the Biltmore Hotel, presented Jesse H. Jones, Federal Loan Administrator, with a vase in token of the District officers in appreciation of cooperation rendered by Mr. Jones in the financing of the Colorado River Aqueduct, now nearing completion.

In making the presentation, Chairman Whisett said:

"For the past ten years, the foremost problem in America has been to find useful employment for millions of our citizens who were victims of an economic chaos, unprecedented in our history.

Our honor guest today, as Chairman of the Reconstruction Finance Corporation during this period, has made possible honest, creative work for hundreds of thousands of men on constructive, self-liquidating projects which will stand as monuments to his wisdom and ability in the administration of public funds. Funds secured by interest-bearing bonds which are an asset to our National treasury.

One of the largest of the projects financed by loans from the Reconstruction Finance Corporation is our Colorado River Aqueduct.

During the construction of this greatest water supply system in the World, we have given employment directly to a total of 35,000 men. And in the manufacture of about 70,000 carloads of material, equipment and supplies, brought from all parts of this Nation, we have furnished employment to tens of thousands of other workers.

The water brought to the coastal plain by this Aqueduct - now nearly completed, will make possible the continuing development of our cities, creating additional employment and opportunity for generations to come.

Mr. Jones, in recognition of your public service as a great administrator and practical statesman, the Board of Directors of The Metropolitan Water District of Southern California wish to present this token of appreciation -

A vase - to hold water, - water symbolic of that stream which we will bring to the Golden Cities through our great Aqueduct; and flowers, - flowers symbolic of the beauty and productivity made possible to Southern California by that Aqueduct."

The vase bears this inscription -

HONORABLE JESSE H. JONES

GREAT ADMINISTRATOR AND PRACTICAL STATESMAN

WHOSE LASTING PUBLIC SERVICE, NATIONWIDE AND

TO CALIFORNIA, IS GRATEFULLY APPRECIATED.

PRESENTED BY

BOARD OF DIRECTORS OF

THE METROPOLITAN WATER DISTRICT

OF SOUTHERN CALIFORNIA

AUGUST 11, 1939
LOS ANGELES, CALIFORNIA

From--The Metropolitan Water District
of Southern California

Special Edition
Los Angeles Examiner

WHT
7

AUG 1939
RECEIVED
THE METROPOLITAN
WATER DISTRICT
OF SOUTHERN
CALIFORNIA

Built to provide an abundant and everlasting supply of water for Los Angeles and twelve other nearby cities, the main line of the giant 392-mile aqueduct of The Metropolitan Water District of Southern California is scheduled to be completed in the early part of September.

Latest progress reports from the office of F. E. Weymouth, general manager of the Water District, indicate that only a few feet of construction work remains to be completed in the Casa Loma siphon, the last link in the huge water supply system which reaches from the Colorado River to the coastal plain of Southern California.

Crossing the entire state of California the Metropolitan Aqueduct will have an ultimate capacity of one billion gallons of water per day and is the world's largest domestic water supply system. Preliminary engineering surveys and investigations for the aqueduct were started sixteen years ago, in October, 1923, and construction work on the system has been under way since December, 1932.

Nearly two decades ago it became apparent that the people living on the coastal plain of Southern California, which is semi-arid by nature, were using their local water supplies faster than they could be replenished. The dread spectre of Drought threatened to wipe out the beauty and wealth of this area in which lives nearly half of the population of the entire state and which includes 25 per cent of all of the people of the eleven western states of the nation.

In order to forever banish the threat of Drought and to provide a solid foundation for continued economic development,

thirteen cities organized themselves as The Metropolitan Water District of Southern California for the purpose of financing, building, and operating an aqueduct from the Colorado River. These cities are Los Angeles, Anaheim, Beverly Hills, Compton, Fullerton, Glendale, Long Beach, Pasadena, San Marino, Santa Ana, Santa Monica, and Torrance.

At the direction of a board of directors headed by Chairman W. P. Whitsett, and under the supervision of General Manager F. E. Weymouth, the hardest part of the big job has now been completed. The records show that 95 per cent of all construction work on the entire system has now been completed.

Included in the completed features are Parker Dam, 108 miles of tunnels, 63 miles of canals, 54 miles of conduit, 29 miles of siphons, five reservoirs, five giant pumping plants, 237 miles of high voltage electric power transmission lines, and more than 100 miles of distributing pipe lines. Water District officials state that, based on the work already completed, it is expected that the project will be finished at a cost of approximately $20,000,000 less than the original estimates.

The first water from the Colorado River is expected to reach the Cajalco Reservoir, the terminal reservoir of the main line of the Metropolitan Aqueduct, in the fall of this year. Due to the tremendous length and size of the project, Water District engineers have stated that it will probably require a number of months and possibly a year of testing and checking various features of the system before the aqueduct is officially placed in regular operation.

On the day in September, however, when the last bucket of concrete is placed in the Casa Loma siphon, a new chapter will have been opened in the history of thirteen Southern California cities. These cities, located on the edge of the great desert, will have guaranteed for themselves an abundant, everlasting and controlled supply of the most vital necessity of life - Water.

From---The Metropolitan Water District
of Southern California

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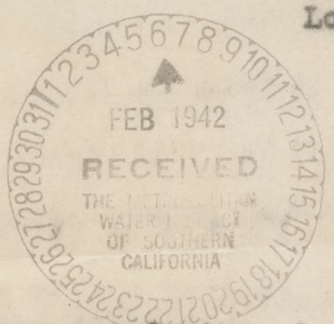

"In this great project our people have been guided by the Hand of Providence."

Thus spoke Board Chairman W. P. Whitsett yesterday in reviewing step by step the remarkable manner in which during the past eight years the building of the Colorado River Aqueduct has provided major benefits especially needed at the time, and how its recent completion now gives to an expanding program of war production and military establishments in the thirteen cities of the Metropolitan Water District the priceless assurance of an abundant water supply.

First, he pointed out that eight years ago and for several years to follow, the Aqueduct project, in those days when the country was in the grip of unemployment and business depression, provided gainful, constructive jobs for more than 38,000 workers and kept scores of industries busy producing the mass of equipment and materials required. Next, he revealed how the availability of material at reasonable prices during those days saved the taxpayers many millions of dollars.

Later, he explained how the giant Aqueduct building job which transformed thousands of inexperienced young men into skilled workmen proved to be a most timely training school for Southern California war industries urgently in need of their talents just at the time the Aqueduct was being completed. And, finally, he drew attention to the fact that the Metropolitan

Water District completed and placed in operation the huge water supply system at exactly the time it was vitally needed to guarantee a plentiful and unfailing supply of water to support and protect this area as it became one of the Nation's most important war fronts.

"Let us, for a moment, look back over the record," said Chairman Whitsett. "For instance, to the District's January, 1934 report of Aqueduct work then under way or completed. It said: 'As 1933 passed into history, a review of achievements on the Aqueduct revealed that well over 3,500 men already are at work on a 250-mile front, and construction is under way or contracted for on one-third of the main line of the project.'

"That was a pretty good start. But there still were quite a few pessimists in Southern California, and elsewhere, who continued to predict that the job would never be completed. Or if it ever was completed, they dolefully insisted, it would cost two or three times the amount of the $220,000,000 bond issue. Well, the Aqueduct has been completed in its initial development provided for under the bond issue, and the water system, as then planned, has been built and placed in service at a cost amounting to $23,000,000 less than the original estimates."

The 3,500 men at work in January, 1934, Chairman Whitsett pointed out, were increased to as many as 10,500 men on the job in 1936 and 1937, while during the entire building period somewhat more than 38,000 men were given employment directly on Aqueduct construction work. In addition, approximately 25,000 men throughout the United States, he stated, were continuously employed during those years producing and handling the vast quantities of tools and

materials used on the job.

"In fact," said Mr. Whitsett, "the Aqueduct during the lean years of unemployment and business depression was the largest provider of constructive, gainful employment of any project under way in the country. It gave jobs when jobs were most urgently needed; it called for huge orders of heavy equipment, materials and supplies that moved into high gear the idling wheels in scores of mills and factories. It made the cash registers ring in stores throughout the thirteen cities of the District, and sent rent checks out to the landlords of thousands of dwellings occupied by the families of Aqueduct workers.

"On the taxpayers' side of the ledger the Aqueduct job, getting into full swing in 1934, was able to secure the services of the best engineering brains and the most skillful and competent construction forces when such men were available in large numbers; it was able to secure promptly and at reasonable costs first quality materials and equipment. The result was an efficiently managed and economically completed Aqueduct construction program.

"From first to last the task of building the 394 miles of Aqueduct moved forward at top speed. There were no shutdowns, no costly delays. Twenty-four hours a day, seven days a week, in changing shifts, the peace-time army of Aqueduct builders forged ahead at a pace that was to establish scores of construction progress records.

"In 1940 and 1941, on schedule after schedule, the last cubic yard of earth and rock was being excavated; the last block of concrete was being placed; the last pipe section was

being lowered into place. Thousands of workmen were completing an eight-year job, hundreds of technicians and engineers were checking off their final work sheets and rolling up their job-stained blueprints."

To the thousands of Aqueduct builders, Mr. Whitsett pointed out, there now came the urgent call of America girding herself for national defense - and war. Men were wanted. America desperately needed skilled craftsmen, trained technicians, experienced and capable engineers. And so, into Southern California's new and rapidly expanding arena of defense and war construction, and into the armed forces of the United States marched this Aqueduct army of production veterans. They were ready to go - ready to produce.

"The value of these thousands of experienced men in accelerating preparedness and industrial efficiency can never be estimated," declared Chairman Whitsett.

"And what of the Aqueduct? It was ready for service. To the areas of the thirteen cities of The Metropolitan Water District of Southern California it now made available an abundant and unfailing supply of good water - water to sustain and protect the homes, the war industries and the military establishments that must be maintained in this vital theatre of production and defense."

Besides Los Angeles, the cities comprising the Metropolitan Water District are Anaheim, Beverly Hills, Burbank, Compton, Fullerton, Glendale, Long Beach, Pasadena, San Marino, Santa Ana, Santa Monica and Torrance.

"The Aqueduct was a project that was just in time," concluded Mr. Whitsett. "In time to provide tremendous employment benefits when such benefits were most needed. In time to keep countless factory wheels moving when a world-wide depression closed down upon them. In time to secure the best and most capable workmen when these men were available. In time to obtain equipment and materials at low costs. In time to supply an army of skilled and experienced production veterans to meet a Nation's urgent defense need. In time to provide an abundant and dependable water supply - and a water reserve - to protect a strategic sector of America's war front.

"Surely, it was a project guided by the Hand of Providence."

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